Investment Information

In this department The Tribune will throw the light of such information as is at its command on the in- Narrow Roads Must Go With Increasing Motor Registration Routes to Pennvestment problems of its readers. Questions of general interest will be answered in this column. Only initials will be used. Others will be answered by mail. Address all queries, including a stamped, addressed envelope, to FINANCIAL EDITOR, The Tribune, 154 Nassau Street, New York City.

Answer — Cities Service Bankers shares show good earning power and we should class them as a very fair investment. The yield is attractive. But don't accept the advice to put the shares away and forget them. Don't put any stock away and forget it. Don't aut even a high grade bond away and forget it. Keep in touch with all your investments and you will fare much better in the end.

The state of the s the stock is said to have a good outlook. Allied Oil was organized in 1915, to wons the entire stock of the Consumers Gas and Fuel Company of Texas, which company has 4,000 acres of proven oil and gas leases and 11,000 acres (undivided half interest) of well refined oil and gas leases in Texas, it owns twenty-five miles of pipe line. In February 2,500,003 feet of gas was being marketed. All the oil is sold to the Prairie Pipe Line Company. It manufactures about 15,000 feet of artificial gas daily fer light purposes at rates ranging from \$1.50 to \$2 per 1,000 feet. Outstanding \$2,000,000 to \$2 per 1,000 feet. Outstanding \$2,000,000 to \$2 per 1,000 feet. Dividends 12 per cent per annum. Happ Motors has three plants, one in Detroit, one in Jackson and one in Windsor, all of recent construction, the machinery being in in 1918. Orders now on hand are said to exceed production. El Salvador shares this year have sold as high as 3% and as low as 1%; Allied O.1 high, 1%; low, 3%; Hupp Motor high, 1%; low, 4%.

Must Demonstrate Earning Power
Question—Could you oblige me with
any information as to the financial
standing of the Willys corporation and
as to the advisability of investing in
its 8 per cent cumulative convertible
sinking fund first preferred stock?

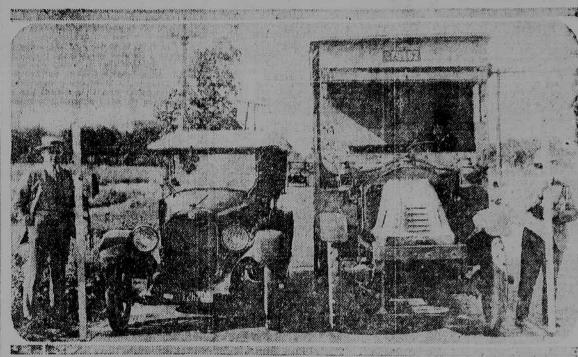
and one in Windsor, all of recent construction, the machinery being in order. Capacity is about 13,090 cars per annum. New construction will recease capacity to about 30,000 cars. Capital is \$1.07,900 of 7 per cent cumulative preferred, par \$1, and gaged in government work from late in 1916 until December, 1918. In March, 1919, the company made a contract dividends are paid on preferred: none as yet on common. For the year ending June 30, 1919, the company made a contract for 17,500 machines on its common stock against in France Capital outstanding conas yet on common. For the year ending June 30, 1919, the company carned 87 cents on its common stock against \$1.43 the previous year. During first half of 1919 the company made and hipped 9,129 automobiles, or 2,000 more than for the corresponding period in 1918. Orders now on hand are said to exceed production. El Salvador referred stock as an investment The

chased at a figure very much higher that the prevailing market price. In view of recent developments, I am led to inquire: To what extent does the Brooklyn Rapid Transit own stock in the twenty-six separated companies? A report states that "the parent company holds practically the entire capital stock of most of the street rail-ways in Brooklyn." Is there a distinction in this case between hold and own? If the Brooklyn Rapid Transit actually owns a substantial interest in the separated lines, should not the company itself benefit indirectly from the extra fares new being paid by the public to the separated companies? Granting the premise of question above, why has not the separation affected the price of the stock faverably, rather than adversely, as it actually has? If the Brooklyn Rapid Transit does not own, but merely holds, in what is its \$15.000.000 canital invested. Both Fisheries, Welly 01

Guestion-Riody is no known if you greated and the company of the company of the control of the contr

Sufety—And 5½ Per Cent
Here is a list of too bonds calling
for the infoction of about \$2,000. All
many dividents. They are listed to the
secretly being being to many street of the common of the comm

Latest Developments in Motoring-Other New Things



The accompanying illustration, fur-nished by the National Touring Bureau It shows a medium weight anno between the two machines. of the B. F. Goodrich Rubber Company, tells its own story.

The photo typifies an experience which is common on a large per-







the Other a Trifle Longer, to Avoid Congestion

Cornell Game in

A. A. A. Has Compiled Two Routes, One Direct and

Philadelphia